

WANN TALKS SELF INTO PRISON TERM

Attempted Blackmail Case Ends in Plea of Guilty.

DEFENDANT ONLY WITNESS

Letter Threatening to Expose Former Mother-in-Law Brings 13 Months at McNeill's Island.

It took only one witness to wind up the case of the United States versus Charles Wann yesterday in federal court, and that was the defendant himself.

Wann, who was awaiting at the University club, and is said to have good family connections in Hillsboro, was officially accused of using the United States mails to defraud, the complaint translated into simple language in this instance being that Wann had written letters to his former wife and former mother-in-law with intent to blackmail.

The Wann matrimonial ship, after two years upon the sea of life, was wrecked in 1915, and in March, 1919, Mrs. Wann advised a divorce. Some time later Wann wrote three letters, it was asserted, to his former wife, declaring that unless Mrs. Wann and her mother sent him \$1000 he would give information to the authorities to show that the former mother-in-law ignited the fire in 1915 which burned down her restaurant, in order to collect the fire insurance.

With a number of persons present ready to testify for both sides in the case yesterday afternoon, Wann was the first one called. His story held steady until District Attorney Burnett Goldstein, who was conducting the case for the government, asked him if he had, in 1915, signed an affidavit to the effect that the fire was not of incendiary origin. When he denied the Goldstein introduced the affidavit in question, with the result that Wann became so hopelessly entangled in conflicting testimony that he confessed guilt and changed his plea.

He was given until Monday to straighten out his affairs pending a prolonged stay at McNeill's Island.

OPERATOR GOES TO JAIL

Tampering With Government Lines Draws 60 Days and \$500 Fine.

J. J. Brown, employe of the Oregon-Washington railway and telegraph operator at Arlington, Or., yesterday was sentenced to 60 days' confinement and \$500 fine on the charge of tampering with the wires of the Western Union Telegraph while the wires were under the control of the government. The case was before Judge Wolverton of the federal court.

It was charged by Assistant United States District Attorney Veatch, who conducted the case for the government, that Brown, during the strike of the Western Union operators some months ago, had pulled the plugs out of the switches at the telegraph office and thereby rendered the telegraph lines useless. Although employed by the railroad at the time and not a member of the striking organization, he was said to have been in sympathy with the strikers and to have pulled the plugs for that reason.

ROAD CAMPS OUST REDS

Wedding-Out Process Now Under Way in Oregon.

"Red card" men are being weeded out of the road contractors' forces as fast as possible. This weeding out process has been under way for the last month. One contractor discovered



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that he was employing a large number of I. W. W. and started an organization against them, and then discovered that the "probables" outnumbered his loyal force about five to one. The agitators were disturbing road work on the coast, a few weeks ago by stopping workmen who left the train at Arlington to go on the job. They were successful in turning workmen back to Portland until the town marshal sent the agitators out of town. On one contract the "red card" men were a majority until a former service man was apprised of the situation and began eliminating them from the payroll.

DOWN WALKER RESIGNS

MULTNOMAH CLUB MANAGER TO GO INTO BUSINESS.

Insurance Company's Offer Lures Famous Athlete Away From Post Held Since 1908.

Dow V. Walker, for the past 15 years actively affiliated with the Multnomah Amateur Athletic club, first as a member and representative of the Winged M in many football encounters and later as manager of the club, yesterday tendered his resignation in order to go into the insurance field in Portland. His resignation will take effect as soon as the board of directors of the club has chosen a successor.

Mr. Walker has been identified with the club practically since leaving the Oregon Agricultural college in 1905. From 1905 to 1908, while he was employed by the North Pacific Terminal company, he was active as a member of the club and was prominent in track and football. In 1908 he took up the duties of manager, a position which he has held continuously to the present time, except when he entered the service and saw action in France.

Under the direction of Mr. Walker the membership of the club was built up from 100 in 1908 to 400 in 1917, and the beautiful new quarters were erected.

Mr. Walker has accepted a position with the Travelers' Insurance company of Hartford, Conn., and will be affiliated with the Phil Grossmayer company of this city, which was formerly known as the Pettis-Grossmayer company, with offices in the Wilcox building.

He recently was elected a member of the national executive committee of the American Legion. At a meeting of the board of directors of the Multnomah club last night the resignation of Mr. Walker was accepted and the retiring manager was voted an honorary membership in the organization as a token of the appreciation of the board for his valuable service to the organization during the last 11 years. The granting of an honorary membership is considered at the club an award of the highest nature, and only ten men in the entire membership have been honored so.

The matter of a successor to Mr. Walker was discussed and decided last night, but action was postponed until the next meeting of the directors, which will be held Monday evening, December 1.

ELKS TO CHEER KIDDIES

LODGE TAKES OWN HOLIDAY CHRISTMAS TREE.

No Youngsters in City Will Be Overlooked, "Bill" Strandborg Announces in Taking Up Task.

Concentration of forces to eliminate duplication of effort was effected yesterday by Mayor Baker and William P. Strandborg when the municipal Christmas tree celebration for the kiddies of Portland was turned over to Portland lodge of Elks.

The Elks will request various interested parties to co-operate in carrying out the plans for the entertainment, according to George O. Brandenburg, chairman of the Elks' Christmas day committee. No expense will be spared to provide everything that goes with a Christmas entertainment.

"With the municipal entertainment added to the entertainment which the Elks hold each year, we are faced with a big job, but we are ready to handle it," said Mr. Brandenburg yesterday. "Our hopes are to have a celebration this year which will go into history as one of the most successful ever held."

"One thing that the Elks are anxious to avoid and that is the overlooking of a solitary youngster. We are planning to ask various social service organizations to furnish us names of children who should be invited. In addition we will issue general invitations to the children who have no celebration at their homes and all can join in the merriest afternoon and evening of their lives."

COAST LUMBERMAN QUILTS

Interests of John A. Hooper Reported Sold for \$750,000.

SAN FRANCISCO, Nov. 24.—Sale of the lumber interests of the Hooper Lumber company to the shipping and lumber corporation of Sudden & Christensen was announced today, marking the retirement of John A. Hooper from the lumber industry of California, Oregon and Washington in which he was a pioneer.

The consideration was placed at \$750,000.

Well-Known Horseman Dead.

SALEM, Or., Nov. 24.—(Special.)—John Likusky, aged 69, one of the best known men in the Pacific northwest, died here today. Mr. Likusky is survived by two sons, John Jr. and August, who reside near Camas, Wash. Mr. Likusky used a month ago owned and operated a large farm near Stayton.

Car Shortage Hits Yamhill.

SHREVEPORT, Or., Nov. 24.—(Special.)—The scarcity of right kind of ship their products is being felt severely by the Yamhill Milling company of this city. They have 1000 barrels of flour now on hand ready for shipment, 1200 barrels being destined to government officers in Portland, the rest to various states.

BLOKESKIMMUS' COLOR EXPLAINED

First White Explorers Held Accountable for Markings.

ARCTIC TRIP DESCRIBED

James R. Crawford, Out of Far North First Time in 15 Years, Wins Bride—Starts Back.

was black and who had heavy black eyes. The parents knew of no reason, they said, for the reddish hair, gray eyes and thin lips of their offspring. "I can only think of the so-called blonde Eskimos in the time I was in the north, but I understand there are nearly a dozen among the several hundred natives of Victoria Land."

Mr. Crawford said that Mr. Stefansson told him he merely mentioned the fact that there were a few natives with red hair on Victoria Land to some writers on coming out of the north and that Stefansson was charged that his work in the Arctic was more or less discounted by the sensational yarns that ran through the country about the discovery of descendants of "an hitherto unknown tribe of lost Scandinavians."

In the 15 years that Crawford has been in the north he has missed every move of progress made by the world during that period, excepting for a messenger bite of information picked up on infrequent visits to Nome. He arrived in San Francisco two weeks ago, but he had been in the north for a long time following that on which his launch capsized on the ice 25 miles from land August 29.

Until his arrival at San Francisco he had never seen an airplane, a light-powered automobile, a dreadnought or "heard of a Red Cross or liberty loan drive."

Mr. Crawford says that he has had a hard time to get used to the United States and the greatest war in the world's history and had emerged victorious until informed by the officers of the Herman. "And I guess I acted as if I had never seen a pretty woman," Crawford said.

In explanation of which Mr. Crawford says that despite the fact he has only been out of the Arctic two weeks in that time he met "the only woman" and won a bride. They are here on their honeymoon.

Though he may have missed the thrills of pleasure and pangs of sorrow occasioned by a great world war, Crawford's career did not end especially the last six has been replete with adventure, misfortune and finally success. He has penetrated hitherto unknown lands, tramped hundreds of miles across over ice fields, suffered the loss of companions, food and ammunition, and lived for months on a diet that would mean death for many. He broke away from the north in 1904, and has since been looking at things, the best place in the world to live. He longs now for the military life and his bride is going to return as soon as he can get there.

Crawford was chief engineer on the power schooner Mary Sachs at Nome when Stefansson's party arrived on board the Karluk in July, 1913. The Mary Sachs was then one of the supply ships of the expedition. When the Karluk was frozen in the ice off Cape Kellett—not Point Barrow, as first reported, Crawford says—and Stefansson went out over the ice with two white men, the Mary Sachs wintered at Collinson point. Stefansson showed up at Collinson point after searching for the Karluk. The Karluk had been crushed in the ice and swept away. It was later learned.

North Star Joins Fleet. The whaler North Star was added to the expedition fleet, March 22, 1914. Crawford was in charge of a supporting party that traveled over the ice with the explorer. He returned to the mainland at 79.50 north latitude and 149.35 west longitude, on account of the shortage of supplies. He returned with other members of the party.

Stefansson continued north with a team of sledges and dogs, and Crawford was instructed to move the Mary Sachs to Banks land if Stefansson could not be found. Crawford was instructed to move the Mary Sachs to Banks land if Stefansson could not be found. Crawford was instructed to move the Mary Sachs to Banks land if Stefansson could not be found.

Crawford had been instructed to wait for one year, and if at the end of that time he did not show up to return to Nome and report to the Canadian government. Stefansson put in an appearance September 27 with his two companions. Stefansson had arrived at the north end of Banks land in June and had been conducting his search for new lands in the interim.

Stefansson's party was nearly out of provisions and had little ammunition. It was a close call. He had no way of getting help, and he had negotiated the ice and could not know until he saw us. We had ample winter supplies in the way of dried meat and other provisions. Mr. Crawford said: "We spent the winter of 1914 there."

Mail Trip Called Off. "Stefansson wanted to send a dog team across the ice that winter with mail, but he decided that it would wear the dogs down too much as he wanted to use them later. In the spring of 1915 Stefansson wanted the North Star at Banks Land, and I volunteered to go across the ice to Bearhead harbor and inform Dr. Anderson, second in command in the expedition, of the explorer's wishes. With two other men we set out for the main land on April 7 of that year.

When Stefansson returned to Bailey Island Crawford left the expedition and his place was taken by an engineer on the Ruby, a Hudson's Bay boat. With the Ruby, Crawford returned to Nome infatuated with the idea that great wealth was to be made in Banks and Victoria land by a hunting and trapping expedition.

Polar Bear Is Found. In Nome he purchased the schooner Challenge and in 1915 went to Victoria land with a full crew of hunters and trappers under him. Winter quarters were made in September on Minto Inlet, Victoria land. He was there but a short time when the na-



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During the winter visits were exchanged frequently by the men on both boats. Crawford says he did not do well on Victoria land, so he sold the Challenge to the Stefansson expedition, and the crew, with the exception of a white man and three natives, shipped out on the Polar Bear. The Challenge was sold when Stefansson, upon sending men after the Mary Sachs, found her on the beach and after she was ripped to pieces by a southwester in floating her.

Crawford's party was finally reduced to himself and three natives the other white man taking passage on the Polar Bear at the last minute. Crawford discovered about 40 natives 40 miles down the coast of Banks land who had been there for a year waiting for a ship to come for them. They had been hunting and trapping and had little food. Their boat was unable to reach them. Crawford helped them out with some of his provisions. There was no boat in 1918. Crawford's partner was to have sailed to Banks land in that year to take him off.

With provisions all gone, and living six months on a meat diet, Crawford finally decided early last August to start back to the mainland. He had held out from the Challenge with a skin boat and a whale boat loaded with furs and meat and the launch loaded with as many of the stranded natives as it would accommodate. Crawford started off. The trail craft had proceeded less than 25 miles when overtaken by bad weather. It was while trying to make a landing on the ice and while Crawford was bailing the launch that it capsized. Crawford was rescued by the natives. The furs were recovered, but the meat was gone and the ammunition wet.

Whaler Rescues Party. With this gloomy outlook in view, the party was making plans to start back to the mainland on August 23 for a hard winter when, on the following day, the whaler Herman hove into sight in search of them. The natives were dropped at Cape Hope and Point Barrow, and Crawford remained aboard until he reached San Francisco.

Crawford had a heavy catch of white fox, some blue fox and a few polar bear skins when he arrived in San Francisco. They were disposed of there. Crawford first went into the north in 1904. He is a native of Elmore, Va., and 41 years of age. He served four years in the navy and came to the north in 1904. He is positive in his assertion that the north-east passage can be navigated. He claims to know that ships can be sent from the east coast have penetrated the ice to points west of the easternmost point that ships sailing from the Pacific coast have. He believes that it can be negotiated in two years by way of Melville Island or south

of Banks and Victoria land. The west coast of Banks land to Melville Island is the hardest stretch to negotiate, he says. Mr. and Mrs. Crawford will remain in Seattle until navigation to Nome opens up, at which time they will again go into the north. Mrs. Crawford has never been further north than Portland, where she was visited by friends, but she says she believes she will like it in the Arctic if her husband does.

Highway Slides at Divide. EUGENE, Or., Nov. 24.—(Special.)—A landslide has occurred on the new Pacific highway at Divide, at the south line of Lane county, and it is undermining a barn on the farm of D. A. Turner, according to F. M. Morse, county engineer. The engineer expressed the opinion yesterday that the highway commission and the county court will be compelled to buy additional property at that point.

Dr. Warner Expected Soon. Dr. Estella Ford Warner, who was in Russia doing medical work among the women and children and who was forced to leave with the refugees in September, is expected home the middle of next month, according to word received by her mother, Mrs. E. G. Ford. Dr. Warner has been in London and is now in a New York clinic. Since her return she has also studied at King's college.

THANKSGIVING GOODIES

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